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ESTIMATES FOR HYDRAULIC EFFICIENCY AND BLADE CHARACTERISTICS FOR PRELIMINARY PUMPJET DESIGN EXERCISE.

W. S./Gearhart and J. E./Fredley

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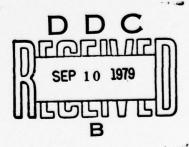
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Subject: Estimates for Hydraulic Efficiency and Blade Characteristics for Preliminary Pumpjet Design Exercise

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Abstract: A method is given for predicting hydraulic efficiency of a pumpjet as a function of ingested mass flow. This method is presented for a conventional pumpjet which has a stator aft of the rotor and a preswirl pumpjet which has a stator forward of the rotor. The approach uses mass averaged values of flow quantities to determine blade geometries and operating characteristics at a blade radius that is representative of the average energy input of the blade row. The space-to-chord ratio, lift coefficients, stage efficiency, and overall efficiency of the pumpjet is computed for a given vehicle as a function of

advance ratio.

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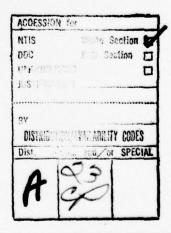


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Nomenclature

Letter Symbols	
Ħ	the pressure head placed into the fluid, ft
J	the advance ratio based on body diameter, nondimensional
K	an inlet energy loss coefficient, nondimensional
P	the static pressure, lb/ft ²
P_{∞}	the free static pressure corresponding to the given submergence dept, $1\text{b}/\text{ft}^2$
P _v	the fluid vapor pressure at its bulk temperature, $1b/ft^2$
r _T	the rotor tip radius, ft
r _B .	the maximum body radius of the vehicle, ft
s/c	the space-to-chord ratio, nondimensional
$\overline{\mathtt{u}}$	the average peripheral blade velocity based on mass flow, ft/sec
\overline{V}_{m}	the average fluid meridional velocity component based on mass flow, ft/sec
$\Delta \overline{ m v}$	the average fluid velocity change between stations $\widehat{\mathbf{O}}$ and $\widehat{\mathbf{O}}$ based on mass flow, ft/sec
\overline{v}_{θ}	the average fluid peripheral velocity component based on mass flow, ft/sec
$\overline{\mathbf{v}}$	the average absolute fluid velocity based on mass flow, ft/sec
v_{∞}	the vehicle forward velocity, ft/sec
Greek Letters	
α	the absolute fluid angle, radians
β	the relative fluid angle, radians
ρ	the fluid density, slug/ft ³
σ	the cavitation index, nondimensional

Nomenclature (Continued)

Subscripts

1, 2, 7	indicates station location
m	indicates a mean value
R	indicates pertaining to the rotor
S	indicates pertaining to the stator

INTRODUCTION

The following outlines a method for determining the blade space-to-chord ratio to provide a prescribed blade cavitation index. It also indicates the hydraulic efficiency that would be obtained as a function of the advance ratio and the ingested mass flow of the pumpjet. This procedure has been added to the preliminary design process described in [1]*, which in the past, has assumed the hydraulic efficiency at some constant value typical of axial flow pumps. As a first check, the Akron propulsor of [1] is reviewed to see if the procedure can be applied with reasonable results. In addition, a series of runs were made for a body having a drag coefficient of 0.103 and at a number of advance ratios for both a preswirl and conventional pumpjet.

ESTIMATES OF EFFICIENCY AND BLADE CHARACTERISTICS FOR A CONVENTIONAL PUMPJET

The efficiency of a stage of an axial flow compressor is presented in [2] and shall be used as a basis to predict the efficiency of the pumpjet based on section characteristics of the rotor and stator blading at the mean radius, r_m. The conventional pumpjet geometry is decribed in Figure 1. In the preliminary design phase a very limited knowledge of the flow field characteristics and blade section parameters are known and, therefore, it is necessary to make some engineering approximations.

It is first necessary to obtain the space-to-chord ratio, or its inverse solidity, needed to satisfy the limits of cavitation that are desired. A conservative estimate is made that the static pressure forward of the rotor blade tip, P_2 , is equal to the free-stream static pressure, P_{∞} .

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On this basis, the rotor blade pressure coefficient at cavitation inception, $\mathbf{C}_{\mathbf{b}_{\mathsf{R}}}\text{, becomes}$

$$C_{b_{R}} = \frac{P_{2} - P_{v}}{\frac{\rho W_{2}^{2}}{2}} = \frac{P_{\infty} - P_{v}}{\frac{\rho W_{1}^{2}}{2}} = \sigma_{R} \left(\frac{V_{\infty}}{W_{2}}\right)^{2} . \tag{1}$$

The value of (W_2/V_∞) is the relative velocity ratio approaching the rotor blade at the $(0.9~r_T/r_B)$ radius and is defined by Equation (6). The impulse momentum relation can be used to approximate the average difference in static pressure across the blade as outlined in [1]:

$$\frac{\overline{\Delta p}}{\rho V_{\infty}^{2}} = 2 \left[\frac{S}{C} \right]_{\mathbb{R}} \left[\frac{W_{2}}{\overline{V}_{m_{2}}} \right] \left[\frac{\overline{V}_{m_{2}}}{V_{\infty}} \right] \left[\frac{\Delta \overline{V}_{\theta}}{V_{\infty}} \right] \qquad (2)$$

A review of a number of blade pressure diagrams has indicated the average pressure difference across a blade chord closely approximates the difference in pressure from blade inlet to the minimum pressure point on the blade.

On this basis,

$$c_{b_{R}} = \frac{\overline{\Delta p}}{\rho v_{\infty}^{2}} \left(\frac{v_{\infty}}{w_{2}} \right)^{2} = 2 \left(\frac{s}{c} \right)_{R} \left(\frac{v_{\infty}}{w_{2}} \right) \left(\frac{\Delta \overline{v}_{\theta}}{v_{\infty}} \right) . \tag{3}$$

The value of $\Delta \overline{V}_{\theta_R}/V_{\infty}$ for any ingested mass flow can be evaluated from:

$$\frac{\overline{H}}{\frac{V_{\infty}^{2}}{2g}} = \left[2 \left(\frac{\overline{\Delta V}}{\overline{V_{\infty}}} \right) \left(\frac{\overline{V}_{m_{2}}}{\overline{V_{\infty}}} \right) + \left(\frac{\overline{\Delta V}}{\overline{V_{\infty}}} \right)^{2} + K \left(\frac{\overline{V}_{m_{1}}}{\overline{V_{\infty}}} \right)^{2} \right] = 2 \left(\frac{\overline{U}}{\overline{V_{\infty}}} \right) \left(\frac{\overline{\Delta V}_{\theta_{R}}}{\overline{V_{\infty}}} \right) ,$$

where all the quantities in the brackets are tabulated on the output of the preliminary pumpjet design program (PPDP) of [3]. The value $(\Delta \overline{V}_{\theta_R}/V_{\infty})$ is confined to an upper limit of $(\overline{U}/V_{\infty})$.

The quantity $\overline{\mathrm{U}}/\mathrm{V}_{\infty}$ can be expressed as:

$$\frac{\overline{U}}{V_{\infty}} = (0.9 \frac{\pi}{J}) \left(\frac{r_{T}}{r_{B}}\right) , \qquad (5)$$

where r_T/r_B is computed in the (PPDP) for each mass flow. The value of (W_2/V_∞) can be estimated as:

$$\frac{W_2}{V_{\infty}} = \left[\left(\frac{\overline{U}}{V_{\infty}} \right)^2 + \left(\frac{\overline{V}_{m_2}}{V_{\infty}} \right)^2 \right]^{\frac{1}{2}}$$
 (6)

The preceding provides the necessary data to determine (S/C) from Equation (3) that satisfy cavitation requirements. An upper limit of 1.8 is placed on this quantity.

The estimate of blade drag is obtained as outlined in [2] and consists of increments due to profile and secondary flow drag. The annulus wall drag is not included since this has already been considered in the shroud surface skin friction drag with was added to the required propulsor thrust as indicated in [1].

The rotor blade drag is then:

$$c_{D_{R}} = c_{D_{P}} + c_{D_{S}} \qquad , \tag{7}$$

and

$$C_{D_p}$$
 = blade profile drag = 0.020 - 0.004 $\left(\frac{s}{c}\right)_R$;
 C_{D_S} = secondary flow drag = 0.018 $C_{L_R}^2$.

The value of the rotor lift coefficient ${\bf C}_{{\bf L}_{\bf R}}$ can be evaluated as:

$$C_{L_R} = 2 \left[\frac{\Delta \overline{V}_{\theta_R}}{W_2} \right] \left[\frac{S}{C} \right]_R$$
 (8)

The total pressure loss coefficient through the rotor blade row can now be determined as outlined in [2] where:

$$\zeta_{R} = \frac{\Delta P_{T}}{\left(\frac{\rho W_{2}^{2}}{2}\right)_{loss}} = C_{D_{R}} \left(\frac{C}{S}\right)_{R} \frac{\cos^{2} \beta_{2}}{\cos^{3} \beta_{m}} \qquad (9)$$

The values of β_2 and β_m in Equation (9) are estimated for the rotor in the following manner:

$$\tan \beta_2 = \left(\frac{\overline{U}}{\overline{V}_{\infty}}\right) \left(\frac{V_{\infty}}{\overline{V}_{m_2}}\right) ,$$

$$\tan \beta_3 = \left[\frac{\overline{U}}{\overline{V}_{\infty}} - \frac{\overline{V}_{\theta_3}}{V_{\infty}} \right] \left[\frac{V_{\infty}}{1.15 \, \overline{V}_{m_2}} \right] ,$$

and

$$\tan \beta_m = \frac{1}{2} (\tan \beta_2 + \tan \beta_3)$$
.

It is assumed in the above that the meridional velocity accelerates by a factor of 1.15 in passing through the rotor. The preceding provides an estimate of total pressure loss through the rotor blade row and now it is necessary to perform a similar analysis for the stator.

The stator blade drag and solidity can be similarly evaluated, where in this case the stator is located behind the rotor. The relation for the average pressure difference over the stator blade is: (The subscript denotes a station at the stator leading edge.)

$$\frac{\overline{\Delta P}}{\rho \underline{V_{\infty}^{2}}} = 2 \left(\frac{S}{C} \right)_{S} \left(\frac{\overline{V_{4}}}{\overline{V_{m_{4}}}} \right) \left(\frac{\overline{V_{m_{4}}}}{\overline{V_{\infty}}} \right) \left(\frac{\Delta \overline{V_{\theta}}_{S}}{\overline{V_{\infty}}} \right)$$
(10)

where it shall be assumed that:

$$\frac{\overline{V}_{m_4}}{V_{\infty}} = 1.2 \frac{\overline{V}_{m_1}}{V_{\infty}} ,$$

$$\frac{\overline{V}_{\theta_4}}{V_{\infty}} = 1.1 \frac{\overline{V}_{\theta_3}}{V_{\infty}} \quad ,$$

and

$$\frac{\overline{V}_4}{V_\infty} = \left[\left[\frac{\overline{V}_{\theta_4}}{V_\infty} \right]^2 + \left[\frac{\overline{V}_{m_4}}{V_\infty} \right]^{\overline{2}} \right]^{\frac{1}{2}}$$

It is necessary to now relate Equation (10) to the cavitation index of the stator blade system. This can be approximated by writing the energy relation between far upstream of the pumpjet and the stator blade inlet:

$$P_{\infty} + \rho \frac{\overline{V}_{m_{1}}^{2}}{2} = P_{4} + \rho \frac{\overline{V}_{m_{4}}^{2}}{2} + \rho \frac{\overline{V}_{\theta_{4}}^{2}}{2} - g\overline{H}$$
 (11)

The quantity $(P_{_{_{\mbox{\scriptsize V}}}})$ can be subtracted from each side of Equation (11) and the relation rearranged to give:

$$\sigma_{S} = C_{b_{S}} \left(\frac{\overline{v}_{4}}{v_{\infty}} \right)^{2} + \left(\frac{\overline{v}_{m_{3}}}{v_{\infty}} \right)^{2} - \left(\frac{\overline{v}_{m_{1}}}{v_{\infty}} \right)^{2} + \left(\frac{\overline{v}_{\theta_{4}}}{v_{\infty}} \right)^{2} - \frac{\overline{H}}{\frac{v_{\infty}^{2}}{2g}} . \tag{12}$$

The quantity $\mathbf{C}_{\mathbf{b}_{\mathbf{S}}}$ is now expressed as,

$$C_{b_S} = 2 \left[\frac{S}{C} \right]_S \left[\frac{V_{\infty}}{V_4} \right] \left[\frac{V_{\theta_4}}{V_{\infty}} \right]$$

and can be substituted into Equation (12) to give:

$$\left[\frac{S}{C}\right]_{S} = \left[\sigma_{S} - \left(\frac{\overline{V}_{m_{4}}}{V_{\infty}}\right)^{2} + \left(\frac{\overline{V}_{m_{1}}}{V_{\infty}}\right)^{2} - \left(\frac{\overline{V}_{\theta_{4}}}{V_{\infty}}\right)^{2} + \frac{\overline{H}}{\frac{V_{\infty}}{2g}}\right]^{2} \frac{1}{2} \left[\frac{V_{\infty}}{\overline{V}_{\theta_{4}}}\right] \left[\frac{V_{\infty}}{V_{4}}\right] \quad . \tag{13}$$

The cavitation index substituted in Equation (13) is that value calculated in the program for the rotor at the mass flow coefficient considered and assumes no acceleration or deceleration of the flow as it approaches the rotor. An upper limit for the space-to-chord ratio of 2.0 has been imposed on the output. The stator blade drag can be estimated where:

$$C_{D} = C_{D_{P}} + C_{D_{S}}$$
 (14)

where

$$C_{D_{P}} = 0.020 - 0.004 \left(\frac{S}{C}\right)_{S}$$

and

$$C_{D_S} = 0.018 \ C_{L_S}^2$$
 .

For the stator assume:

$$C_{L_{S}} = 2 \left(\frac{S}{C} \right)_{S} \left(\frac{\Delta \overline{V}_{\theta_{S}}}{V_{4}} \right) \qquad (15)$$

The total pressure loss coefficient for the stator is then:

$$\zeta_{S} = \left(\frac{\Delta P_{T}}{\rho \overline{V_{4}}^{2}}\right) = c_{D} \left(\frac{c}{S}\right)_{S} \frac{\cos^{2} \alpha_{4}}{\cos^{3} \alpha_{m}} , \qquad (16)$$

where:

$$\tan \alpha_4 = \frac{1.1 \overline{v}_{\theta_3}}{\frac{v_{\infty}}{v_{\infty}}};$$

$$\tan \alpha_5 = 0.0$$
;

and

$$\tan \alpha_{m} = \frac{1}{2} \tan \alpha_{4}$$
.

The hydraulic efficiency is then computed as:

$$\eta_{\rm H} = 1 - \left\{ \frac{\zeta_{\rm R} + \zeta_{\rm S} \left(\frac{\overline{V}_{\rm 3}}{\overline{W}_{\rm 2}} \right)}{\frac{\overline{\rm H}}{V_{\infty}^2} \left(\frac{V_{\infty}}{\overline{W}_{\rm 2}} \right)^2} \right\} \qquad (17)$$

The preceding shall be applied to the pumpjet designed in [1] to determine efficiency, lift coefficient, etc., as determined by this technique and compared to that obtained in the Akron exercise at the selected design point.

Appendix (I) lists the input data for the Akron pumpjet analysis and the new program. The output is also listed and consists of an output identical to that of [3] plus the output which indicates computed hydraulic efficiency, the rotor and stator space-to-chord, and their respective lift coefficients. The use of the rotor lift coefficient in conjunction with Figure 2, which is an empirical correlation of lift coefficient and achievable blade pressure coefficient, will aid in selecting the optimum rotor tip diameter. The estimated hydraulic efficiency for the Akron pumpjet in [1] was 0.89, which closely agrees with that computed and listed as EFF-TOT in Appendix (I) at a $r_{\rm T}/r_{\rm B}$ of 0.414. The lift coefficient of the rotor and stator is listed in Appendix (I) as 0.34 and 1.02 respectively. The values computed in [1] for the rotor and stator near the 0.9 $r_{\rm T}$ are 0.3 and 1.0.

ESTIMATES OF EFFICIENCY AND BLADE CHARACTERISTICS FOR A PRESWIRL PUMPJET

As depicted in Figure 3, this pumpjet arrangement would consist of a stator system upstream of a rotor. The stator places swirl in the flow counter to rotor rotation. In the case of the stator vanes, since the velocity over their surfaces is relatively low, the blade solidity is a function of blade loading rather than cavitation performance. On this basis, the upper limit of lift coefficient for the stators is assumed at 1.4. The output from the PPDP provides data to compute $\Delta \overline{V}_{\theta}/V_{\infty}$ for each mass flow from:

$$\Delta \overline{V}_{\theta_{S}}/V_{\infty} = \frac{\left[2\left(\frac{\Delta \overline{V}}{V_{\infty}}\right)\left(\frac{\overline{V}_{m_{2}}}{V_{\infty}}\right) + \left(\frac{\Delta \overline{V}}{V_{\infty}}\right)^{2} + K\left(\frac{\overline{V}_{m_{1}}}{V_{\infty}}\right)^{2}\right]}{(2) (0.9) \left(\frac{\pi}{J}\right)\left(\frac{r_{T}}{r_{B}}\right)}.$$
 (18)

An upper limit has been imposed on $\overline{V}_{\theta_3}/V_{\infty}$ so as not to permit it to exceed the blade speed at 0.9 r_T/r_B .

The relation for the lift coefficient permits computing (S/C)_S, assuming the relative velocity ratio over the stator blade surface $(\overline{V}_2/V_\infty)$ is unity.

$$\left(\frac{S}{C}\right)_{S} = \left(\frac{c_{L_{S}}}{2}\right) \left(\frac{\overline{v_{2}}}{\overline{v_{\theta_{3}}}}\right) = \frac{0.7}{\overline{v_{\theta_{3}}}}$$
(19)

At the larger values of ingested mass the values of (S/C)_S will be greater than 2.0. However, an upper limit of 2.0 has been imposed on this quantity. The preceding provides data to compute the profile and secondary drag coefficients for the stator. The profile drag coefficient for the preswirl stator blade row is lower than that estimated for the stator of the conventional pumpjet because it is in an assumed uniform flow field that enters the blade row at zero incidence. On this basis, the drag coefficient is lower as indicated by [4].

$$c_D = c_{D_P} + c_{D_S}$$
,

where:

$$C_{D_p} = 0.012 - 0.004 \left(\frac{S}{C}\right)_S$$
;
 $C_{D_c} = 0.018 C_{L_c}^2$.

The angles α_2 and α_m are approximated for inclusion in Equation (16) to compute the total pressure loss coefficient through the stator as:

$$\alpha_2 = 0$$
; $\tan \alpha_3 = \frac{\overline{v_{\theta_3}}}{\overline{v_{\infty}}}$; $\tan \alpha_m = \frac{1}{2} \tan \alpha_3$

The rotor solidity shall be estimated assuming that the relative velocity near the blade tip is:

$$\left[\frac{\mathbf{W}_{4}}{\mathbf{V}_{\infty}}\right]^{2} = \left[0.9 \frac{\pi}{J} \frac{\mathbf{r}_{T}}{\mathbf{r}_{B}} + \left(\frac{\overline{\mathbf{V}}_{\theta_{4}}}{\mathbf{V}_{\infty}}\right)\right]^{2} + \left(\frac{\overline{\mathbf{V}}_{m_{4}}}{\mathbf{V}_{\infty}}\right)^{2} . \tag{20}$$

The value of $\overline{V}_{\theta_L}/V_{\infty}$ is the same as computed for insertion in Equation (19).

The energy equation from upstream of the preswirl vanes to the inlet of the rotor, assuming the same meridional velocity at both stations can be expressed:

$$P_{\infty} = P_4 + \rho \frac{\overline{V}_{\theta}^2}{2} . \qquad (21)$$

By subtracting vapor pressire (P_V) from both sides of Equation (21) and using the relation given by Equation (3) the value of $(S/C)_R$ can be written as:

$$\left(\frac{S}{C}\right)_{R} = \frac{\sigma_{R} - \left(\frac{\overline{v}_{\theta_{4}}}{v_{\infty}}\right)^{2}}{2\frac{\overline{v}_{\theta_{4}}}{v_{\infty}}\left(\frac{w_{4}}{v_{\infty}}\right)} \qquad (22)$$

It is assumed that zero acceleration or deceleration of the flow, from upstream to the rotor inlet, occurs when computing (σ_R) for insertion in Equation (22). On this basis, the energy equation can be written between these two stations and, using the relations for the minimum pressure coefficient, the cavitation index at rotor inlet is computed as:

$$\sigma_{R} = C_{b_{R}} \left(\frac{W_{4}}{V_{\infty}} \right)^{2} + \left(\frac{\overline{V}_{\theta_{4}}}{V_{\infty}} \right)^{2} + K \left(\frac{\overline{V}_{m_{4}}}{V_{\infty}} \right)^{2} . \tag{23}$$

An upper limit was placed on the above $(S/C)_R$ value of 1.8. The lift coefficient for both the stator and rotor is estimated based on the relation:

$$C_{L_S} = 2 \left(\frac{S}{C} \right)_S \left(\frac{\Delta \overline{V}_{\theta_S}}{V_{\infty}} \right)$$
 (for stator)

$$C_{L_R} = 2 \left(\frac{S}{C}\right)_R \left(\frac{\Delta \overline{V}_{\theta_R}}{\overline{W}_4}\right)$$
 (for rotor)

where the respective (S/C) of stator and rotor are inserted.

The values of β_4 and β_m can be estimated for evaluation of Equation (9) by the following:

$$\tan \beta_4 = \frac{0.9 \frac{\pi}{J} \frac{r_T}{r_B} + \frac{\overline{v}_{\theta_4}}{v_{\infty}}}{\frac{\overline{v}_{m_4}}{v_{\infty}}}; \tan \beta_5 = \frac{0.9 \frac{\pi}{J} \frac{r_T}{r_B}}{\frac{\overline{v}_{m_4}}{v_{\infty}}}; \tan \beta_m = \frac{1}{2} (\tan \beta_4 + \beta_5)$$

where:

$$\left(\frac{W_4}{V_{\infty}}\right)^2 = \left(0.9 \frac{\pi}{J} \frac{r_T}{r_B} + \frac{\overline{V}_{\theta_4}}{V_{\infty}}\right)^2 + \left(\frac{\overline{V}_{m_4}}{V_{\infty}}\right)^2$$

The preceding values are used to compute the drag coefficient of the preswirl rotor as:

$$C_{D_R} = C_{D_P} + C_{D_S}$$

where

$$C_{D_{P}} = 0.020 - 0.004 \left[\frac{S}{C} \right]_{R}$$
,

and

$$^{C}S_{S} = 0.018 C_{L_{R}}^{2}$$
.

The preceding quantities are then used to compute the total pressure loss coefficient indicated by Equation (9). The hydraulic efficiency of this preswirl stage is expressed as:

$$\eta_{\rm H} = 1 - \left\{ \frac{\zeta_{\rm R} + \zeta_{\rm S} \left(\frac{\overline{\rm v}_2}{\overline{\rm w}_4}\right)^2}{\left(\frac{\overline{\rm H}}{{\rm v}_{\infty}^2}\right) \left(\frac{{\rm v}_{\infty}}{\overline{\rm w}_4}\right)^2} \right\} \qquad (24)$$

A flow diagram of the preliminary design procedure is outlined in Appendix (II) for both the conventional and preswirl pumpjet configurations.

A sample problem has been run for the preswirl pumpjet configuration and the conventional pumpjet. The input data and a listing of the program and output are shown in Appendix (III) for both types of pumpjets at advance ratios of 0.675, 0.844, and 1.125. The power requirements that would be obtained assuming a hydraulic efficiency of 88 percent versus that obtained from the described methods are plotted in Figure 4 for the conventional pumpjet and Figure 5 for the preswirl pumpjet. It is apparent from these plots that the optimum tip diameter and the efficiency varies with advance ratio for both types of pumpjets.

The preswirl and conventional pumpjet are approximately equal in efficiency for a given advance ratio. The efficiency of either type of pumpjet tends to decrease at low values of advance ratio. This loss in efficiency is associated with higher blade surface velocities due to the higher shaft speeds at the lower advance ratios.

SUMMARY

The results of the preliminary design procedure described within provides data indicating the hydraulic efficiency and power requirements of a pumpjet operating on a given body at a specified advance ratio as a function of ingested mass flow. The space-to-chord ratio and lift coefficient of the blading near the tip $(0.9~{\rm r_T/r_B})$ is computed and can be used in selecting blade chord, if blade number is known. The lift coefficient has been empirically correlated with achievable minimum blade pressure coefficients as indicated by Figure 2. This correlation in combination with the program output provides a guide in selecting the mass flow and lift coefficient that will provide the desired cavitation performance.

The results of the described preliminary design procedure indicates that the maximum efficiency and the associated mass flow and tip radius of the pumpjet changes as a function of advance ratio. This is contrasted to past preliminary design procedures which assumed the hydraulic efficiency constant as a function of ingested mass flow.

References

- 1. Bruce, E. P., et al., "The Design of Pumpjets for Hydrodynamic Propulsion," NASA SP-304, 1974.
- 2. Howell, A. R., "Fluid Dynamics of Axial Compressors," Proc. Instn. Mech. Engrs., London, 153 (1945).
- 3. Treaster, A. L., "Computerization of the Preliminary Pumpjet Design Procedure," ARL/PSU Technical Memorandum, File No. 506-04, March 20, 1970.
- 4. Klein, A., "Aerodynamics of Cascades," AGARD-AG-220, 1977.

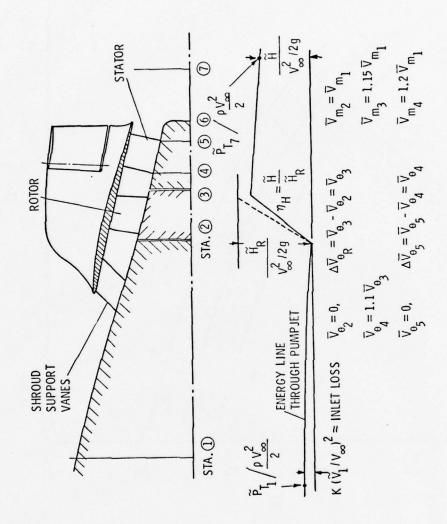
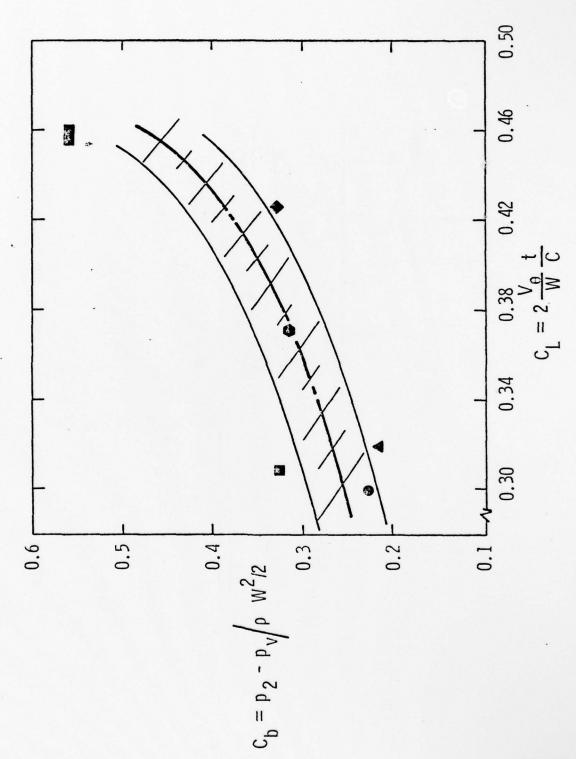


Figure 1. Conventional Pumpjet Geometry and Energy Distribution



Experimental Minimum Pressure Coefficient of the Leakage Vortex Versus Blade Tip Lift Coefficient Figure 2.

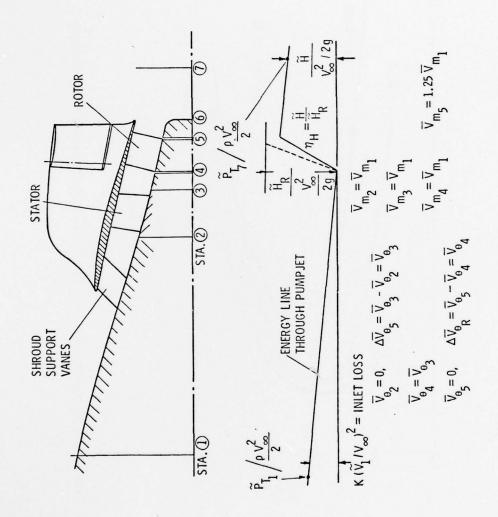


Figure 3. Preswirl Pumpjet Geometry and Energy Distribution

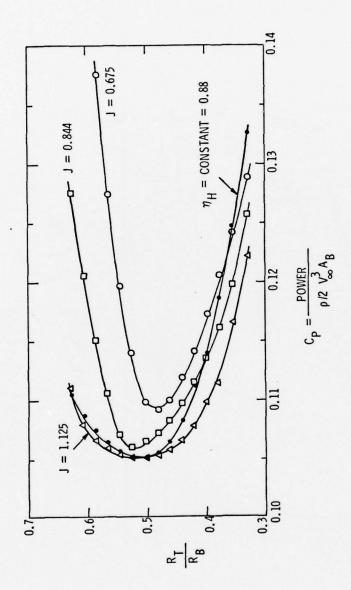


Figure 4. $r_{\mathrm{T}}/r_{\mathrm{B}}$ Versus Power Coefficient for Conventional Pumpjet

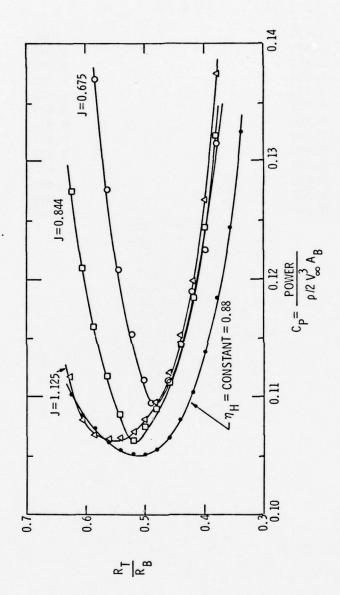


Figure 5. $r_{\rm T}/r_{\rm B}$ Versus Power Coefficient for Preswirl Pumpjet

Appendix I

AKRON input data

N = 12

R/RB		V/V_{∞}
0.677		0.540
0.692		0.700
0.708		0.790
0.724		0.852
0.740		0.897
0.760		0.938
0.780		0.965
0.800		0.982
0.830		0.998
0.860		1.000
0.900		1.000
0.940		1.000
	CDBB = 0.052	
	CDS = 0.003	
	V10V2 = 1.15	
	ETAH = 0.89	
	PHI = 0.175	
	LORB = 1.00	
	RH1 = 0.677	
	RH2 = 0.250	
	XXK = 0.13	
	PRCNT = 0.0	
	CB = 0.3	
	PH12 = 0.262	
	NN = 1.0	
	ADRAT = 1.0	

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0-72434	0.05263		94650.0	.0564	-		0.07054	1881	0.75446	
0.72963	0.05727	0.07513	0.05712	0.05661		0.49549	0.07022	17	0.17524	
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0.74012	346		0.07095	0.05598	-		0.07043	132	0.79778	
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-	3-117-5	0.10376	0.09339	91730-0			0.07155	-	0.81715	
0.75530	5.32839	3.11441	29296.0	0.05777	•		0.07234	82	0.42614	
0.75116	0.13394	0.12291	0.12038	0.25739	•		0.07325	0.82940	0.83469	
0.75642	6.94079	5.13107	0.10907	0.05751	•		0.07426		0.84231	
0.17153	0.95460	0.13723	0.11583	.0576	•		0.07535	. 34	0.35352	
L. 17594	0.96145	2.14755	0.12331	• 05	•		1292000	8.85	0.35791	
0-1-220	0.95135	6.15503	0.13194	.0579	0.94572		0.07773	. 35	0.35453	
0-7:746	3.11235	0.16427	10081.0	.0570	•		0.07899	• 35	0.37114	
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0.07083	0.99103	9.31541	0.20013		0.92003	0.10324	0.10374	0.93205	0.91676	
0.51214	1.939.5	0.37403	0.20059	0.	0.32334	0.10019	55		0.91841	
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Appendix II

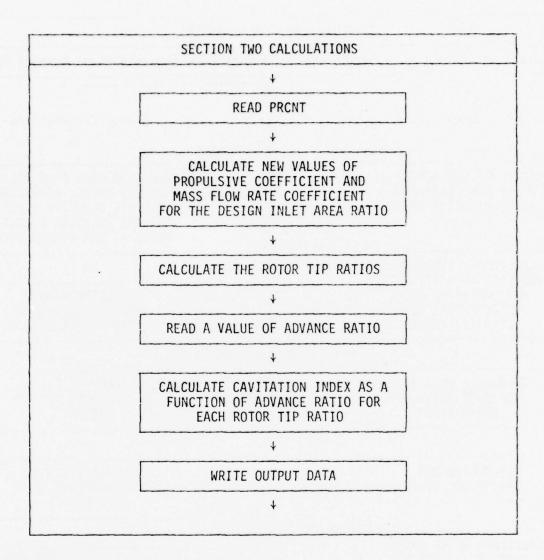
Conventional Pumpjet Functional Diagram

SECTION ONE CALCULATIONS READ GEOMETRIC AND REFERENCE VELOCITY DATA, DRAG COEFFICIENTS AND ASSUMED HYDRAULIC EFFICIENCY SPLINE FIT THE REFERENCE VELOCITY PROFILE CALCULATE THE THRUST COEFFICIENT, MASS FLOW RATE COEFFICIENT, AND VARIOUS VELOCITY RATIOS AS A FUNCTION OF RADIAL DISTANCE AT THE REFERENCE STATION READ A VALUE OF LOSS COEFFICIENT CALCULATE PROPULSIVE COEFFICIENT AS A FUNCTION OF REFERENCE FLOW AREA AND ASSUMED HYDRAULIC EFFICIENCY WRITE OUTPUT DATA

Proceed to Section Two Calculations

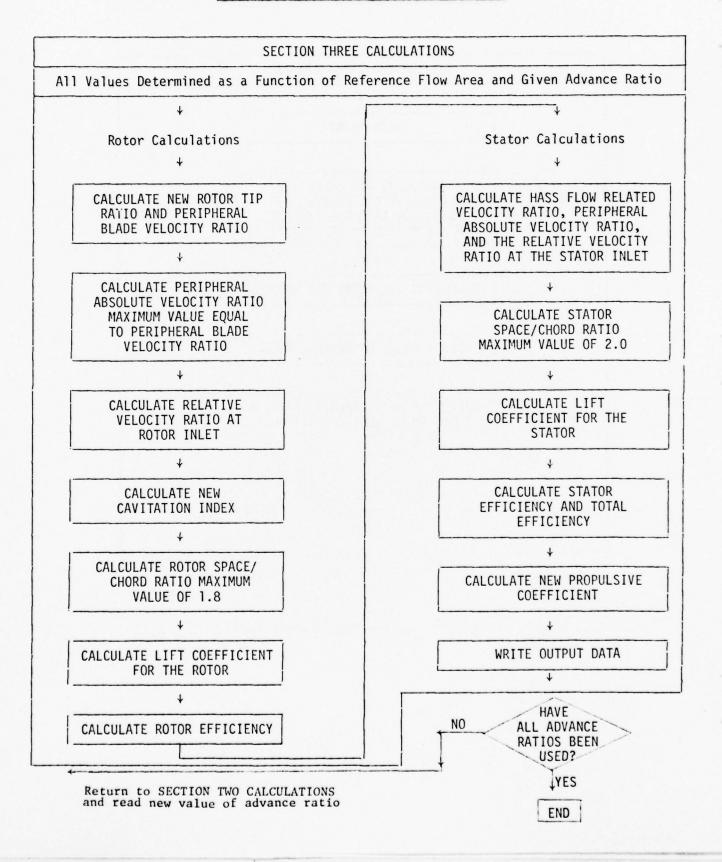
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Conventional Pumpjet Functional Diagram

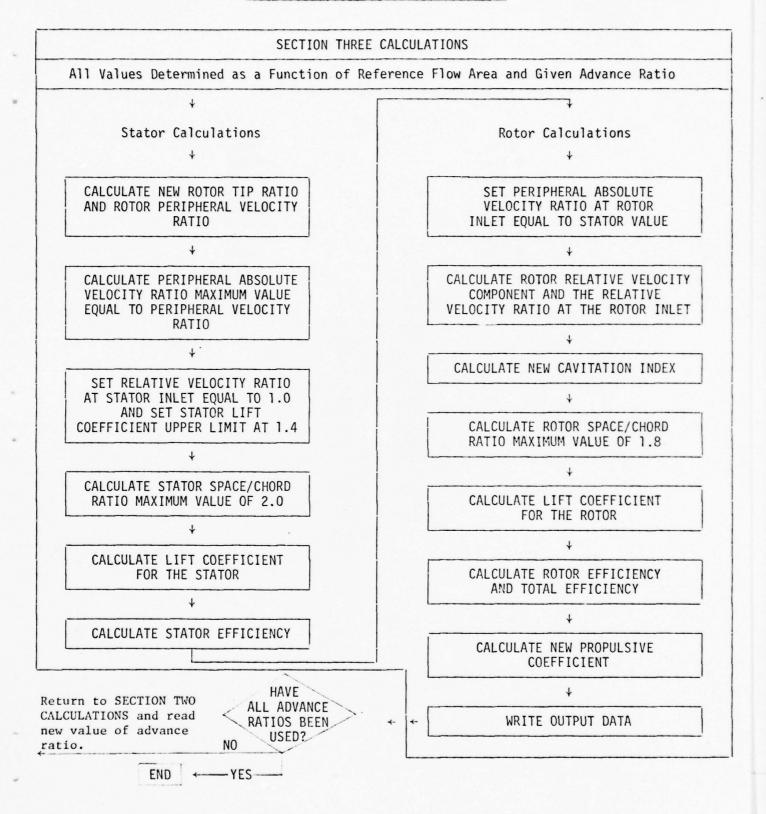


Proceed to Section Three Calculations

Conventional Pumpjet Functional Diagram



Preswirl Pumpjet Functional Diagram



Appendix III

With Drag Coefficient CDBB = 0.103

N = 11

R/RB	V/V∞
0.1188	0.430
0.150	0.450
0.200	0.485
0.250	0.528
0.300	0.575
0.350	0.628
0.400	0.680
0.450	0.730
0.500	0.775
0.550	0.818
0.600	0.860
CDDD	0 100

CDBB = 0.103 CDS = 0.003V10V2 = 1.15ETAH = 0.88PHI = 0.1396LORB = 0.662RH1 = 0.1188 RH2 = 0.11 XXK = 0.08PRCNT = 0.0CB = 0.3PHI2 = 0.174NN = 3.0ADRAT = 0.675,0.844, 1.125

CONVENTIONAL PUMPJET

9),517E(24) 1,4(67),40AA(47),42AA(47),7(60),7(60),7(60),42(60),4		1 (150) 50) 60) 0) 0) 1 THE 10N 10N	.0C1TY	N OF THE RESPECT
COND BALLTONIAN DEMNISH THUNDA TENDOOOOONTHIL	SEVICE-SYSTA DEVICE-PRIR MAP+LIMKR+LIG(JEFLI?)),SIZE(24) PROSMAM PROP	FLY (50),4(60),40AP(60),42AAA(60),7FF(50),F	ING THE REFERENCE VERINING THE REFERENCE VEL	ESCUTS THE ACCELERATION THE ROTOR TISK PLANE FFERENCE STATION WITH NGTH S AT THE ROTOR HUB S AT THE ROTOR HUB

22	CT(I)=1.93%CD3B+4.0%CD5%LOP3%SQRT(VIOV2%(IRR(I))%%2-RH1%%2)+	
	CT(1) IS THE REQUIRED THRUST CREFFICIENT	
23 62	3 F(11)=2.0988(1)/COS(PHI)	To the same of the
25	50 (11-2) 50 50 (11-2) 50 50 (11-1) 50 (5(1) 50 (5(1) 50 (11-1)) 50 (8 (1) -8 R (1-1))	
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27 62		
30	FF(1)=VV(1)*FF(1) FF(1)=VV(1)*FF(1) FM*C(1)=0.0	
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34		
36	FMASS(I)=FWASS(I=1)+G.50(E(I)+E(I=1))@(BR(I)=BR(I=1)) VVMU*(I)=VV*CP(I=1)+O.50(EE(I)+FE(I=1))@(RR(I)=RR(I=1)) VVENS(I)=VVENS(I=1)+O.50(EE(I)+FEF(I=1))@(RR(I)=RR(I=1))	-
36	100	36-
14	A DELAY(I)=3.5%(CI(I)/(CDS(PHI)@Adab(I)@VYDZ(I)))	
	FMASS(I) IS THE MASS FLOW GATE COEFFICIENT VOA<(I) IS AN AVERAGE VELOCITY RATIO BASED ON MASS FLOW RATE VENG(I) IS AN AVERAGE VELOCITY RATIO BASED ON FNERCY CLTAV(I) IS THE MONOIMENSIONAL VELOCITY CHANGE BASED ON MOMENTUM VMOM(I) IS THE MONOIMENSIONAL VELOCITY CHANGE BASED ON MOMENTUM	
44	REAJ(4,101)XXK HRITE(3,104)XK ARITE(3,105)	
0 0	XXK_IS_THE LOSS_COEFFICIENT	1
45 47 47 47	#RITE(3,132)FX(1),VV(1),ADA9(1),FMASS(1),CT(1) PD 7 1=2.51 CP(1) = (2.000144V(1) over9G(1) +DLTAV(1) a02+XXKoveNG(1)002) -0ADA5 (1)0V2A2(1)/ETAH 7 ARTIE(3.132)R2(1),VV(1),ADAB(1),EMASS(1),CT(1),VBAR(1),DLTAV(1),	May 3, 19 WSG:JEF:
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	877.21 6 00	8547=1 7.00		ATM - ADA (81) / 1000-0	AAA=ACAS(4)	CALL SPGET(48.44.CPP.SC	A .= 2 A A	Y=0.Y	0001:11 11 000	AAA=AAA+AINC	CALL SPGETI 4A, AA, CPP, SC	(5		READ(4,101)PACHT	₫	AMINI IS THE	THE POINT OF	PACNT IS THE	APINZ IS THE		CALL SPGET(44,AA,CPP,SC	CALL SECTIGENARICETS	CALL SPORT(S) ADAM FWAS	CALL SPOET(51+ADAB+F*AS	WRITE (3,111) Y1, AMINI, Y3	P=100.00P2C1T	VEST, (11=0-0	CALL SPFII(51, ADAB, VENG	CALL SPOFT(51, ADAB, VFMG				AINC2=AMIN2/13.5 A20A3(1)=AMIN2/2.0			

C 127 129 129 130 131		
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129 130 131	V34R3=1.20V54R(I)	
129	VHTV-1-1-VHTV	
133	- (
131	SUC 5(1) = (5644(1) - VPAR(3002+VBAR(1)002-VTHV3002+HBAR)/(2.0VTHV30H30V	
131		
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	19 CU311 NOE	
134	CLS(1) = 2 + 5 OC S(1) + V THV 37.83 QV	
135	CDP5=3.02-0.0046SCCS(I)	
136	CDSS=0.0190CLS(1)002	
137	SSG0+5 dC0=5G0	
13.	A DICE A TANK THE STATE OF THE	
133	Calculation	
140	ALPMS = ATAN(0.5% STV(ALPIS)/COSIALPIS))	
141	CAMS=COSIALPWS)	
142	PL355=C054CA15442/(S0C5(I)4CA15443)	
143	ESTAT(1)=1PL1SSew30V002/H9AR	
144	F1717 1 = F2717 1 F1717 F1	
***	TITLE CONTINUE TO THE PROPERTY OF THE PROPERTY	
146	ZI WRITE(3,110)RR(1),CPPP(1), FROICH, ESTATHIL, ETOHHIL, CLSHILL,	
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0.10387	.1039	.194C	-	2501.	.1043	19401-0	0401.		6561.	1001	× 50.7 •	•	•	•	• ~	•	•		: -	7	7	-	-	-	-	-	-		•	•		7	-	-	0.10711		: -:	.1073	.1974	.1075	101	1016	-	•	•	0.10803	
F 44 5 5	0100	.0021	• 0034	.0047	0.00623	1000	* C.C.O.	10.	01130	0610.	2/10.	2610	20.	5520	000000	66000	,700.	7020	34.20	.0465	.0503	.0543	0585	.0628	.0574	0.07216	1770	52 N C	0.00	1000	6501	.1110	174	.1240		1652	1527	-1605	.1584	.1765	.1951	.1937	-2026	.211R	21270	0.24080	
• 40		3.33493	0.00777	0.01073	0.01399	22110.0	0.070.0	0.02445	0.07636	0.03544	0.03072	0.04118	0.04583	997.40	000000	200000	0.00561	0.07764	0.08359	0.08974	0.09507	3.10259	0.10929	0.11618	0.12326	0.13053	0.13738	0.14562	0-12345	0-16140	9-17675	3.18563	0.19539	0.20434	•	13.72.0		•	.2519	.272	0.25251	. 2	.33	1516.		492	
//vetf	.436	3.44223	• 4434	5	.4511	1195.	64140		505	5		2 2	2225	1166.	. "	2000	1000	0.57667					4	.03	.54	0.65803	• 65	.6773	•	7110	7100		-	.7442	7527	0.75939	7782		-	•	19118.0	.8195	9277	-6354	.8433	0.85000	
A/R9 0.11880	0-12342	0.13465	0.14767	27	-	:	:	261.	507.	?	477.	?	. 43.	94547-0	0.27375	2 5	, ,	U	4117	3263	33	.3401	.3497	0.35440	6-36902	0.37555	.3992	.337R	.4015	0.41/14	44	4.	4	4.	64148	10.424.04		.5133		97150	5422	.5518	.5615	1115	.590	0.50000	

THE MINIMUM VALUE	VALUE OF CP IS 0.1050347 THE CORRESPONDING AREA RATTO IS 0.2220265
AND THE MASS	FLOW PATE COEFFICIENT IS 0.1373917
THE AKEA SATIO	ID IS INCREASED BY 0.00000PERCENT TO THE DESIGN VALUE 9.2220265
CP AND FMASS	AME 0.1050347 AND 0.1373917 RESPECTIVELY
	SATID IS 0.57500 SIGNA
0.3404733	2.5431433
0.3785555	2.6341932
0.4324300	1.67(8734
C-4570627	1.5332771
0.5026341	1.755619
0.5239354	1.7768431
0.5641304	1106526-11
6.5831633	07)6,600.27
No. of the last of	
	42-
	M W
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, ,	RT/83	.1217	~	.1445	.1557	.1656	1111	9111	1938	.2102	·2210	.2317	.2423	2.	.2535	.2741	.2847	.2352	1506.	3162	1026.	3477	3521	3586	.3790	3895	.3340	.4103	.4201	.4311	.4415	2 1	4727	.4331	\$865.	.5036	.5142	5340	.5453	.5557	.5550	.57	.5967	.5971	+2009.	.5179	. 673	
	SGMA	193	5.59	334	125	221	132	155	309	35	393	563	345	33	643	360	68	620	0)	45	200	0.0	2	7	76	22	000	650	30	1023	27	1.25707	3109	3559	4220	4703	5377	6579	.7197	.7927	.9467	1110.	.9792	.0456	.114	.153	2.32570	
	S/C-STAT	.000	000.	.000	.000	000	200	.000	000	000	000	000	00.	.00	.7294	•273	•	.693	6493	-	•	1.21049	1.48464	1.78435	2.00000	0	2.00000	2.00000	000	•	•	2.00000		.000	0	000	•		•	000	0	00000	0000	0000	0000	.000	2.00300	
	108-3/S	. 21	.20	• 20	.13	-	2.	-	.19	.1	-1-	.17	.17	.17	.17	.16	• 10	• 16	91.	- 6	27.	33.	34	43	. 50	5	5		۵.	6	1.09717	1.23047	r	C	1.80000	00	C, (a	a	000	90	000	000	000	000	1 80000	
,	CL-POT	.3335	3	.3276	.3252	0.32319	.3713	.31.40	.3134	.3172	.3161	.31	.31	.31	.31	• 31	.3	ē.		.3			. ~	3.0	3	.30	.30	.30	.30	• 30		0.30693	5	.3	.29	• 26	570	55.	=		-	.14	-	.12	.1165	.1087	0-10147	
	1	.933	.1433	.1356	-2142	.2916	. 1374	. 300	.4366	.4733	.5075	3.53772	3.55457	1.53354	3.12174	2.32009	1.71832	1.26.187	0.90719	25010.0	1.625.63	1.03050	2.25119	2.5.744	2.43583	.4338	2.24557	•	•	-1305	•	1.32663				•	P774	26.907.0	6969	.6463	5005	.5622	.525	.4325	295.	•434	0.40981	
	EFF-101	.939	606.	7.	25166.0	666	0.95748	306	506	206.	0.94954	6000	.990	.974	.963	.364	96.	0.6.	0.93946	626.	316.	708	מים א	873	565		956.	. 353	156.	850	0.450		355	850	. 455	.342	.927			.755			.695	0	.633	•604	0.57357	
	EFF-STAT	6666.0	0.	rett.				\$1,66.0	•	0.99599									•													0.98624					•		٠,								•	
0.47500	-83	66.66	0.93995	St 55.	9.37761	57506 - 3	0566.	3.30349	0.39773	0.37569	3.97533	0.39357	0.39134	3.93355	3.39511	0.92092	0.97584	0.96365	3-34275	0.75203	9.33859	0.21.72	2/576-0	3.403.72	3-43574	0.47903	0.37267	0.66345	0.55437	0.56435	0.44336	0.05334	0.36613	0.35:87	0.86563	0.55171	0.63673	0.32376	0.73435	0.76410	0.74243	0.71931	0.59471	0.65350	.0409	•6117	0.58087	
	C P - VE 2.	632	.3124	0.45591	41.50.	\$65.	04.	344	167	25	23	~	67.	.1.3	-1	.16	7	-	-	-		-		-		0.11867	-	-	0.11415	-	0.11133	6.11761	0-10198	: -	=	-	=	0.11314		.12	-12	=	0.13754	.14	•15	•15	0.16721	•
THE AUVANCE	a a	-	0.13.135	-	-	5	.175	1991	6.19579	. U-23542	.2150		~	439	~	0.26316	~	~	0-29203	0.30165	6.31128	0.32030	0.34015	0.34477	0.35940	6-35902	0.37865	0.32427	0.39759	0.40752	6.41714	5.42671	4460	4556	2595	4748	15565-0	0.47413	9.51334	6.52301	0.53263	•	0.55138	•	•	•	0.59037	•

HE ADVANCE RT/RK 0-344720 0-3785555	SAIID IS 3.84406 SIGWA 2.2517461 1.6994997
0-4554131 0-4324800 C-4570527 0-4303931	1.3324762 1.2323453 1.14.0324 1.114.9607
0.5237354 0.5237354 0.52474040 0.5541304	1.1133928 1.1339526 1.1701263 1.2175961
0.5831298	1.2734556
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RATIO 15	2.63368	1.4.7.50.536 0.46.29.732 0.76.9240 0.67.56156 0.65.43132	0.63157 0.63730 0.65543						
E AUVANCE	.3484733 .3785555 .3785555	0.4324803 0.4324803 0.4573527 0.4303391 0.5026341	.5444143 .5641304 .5931898						
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	٧	.0993	1060	.1133	.1205	.1204	.1368	.1455	.1548	.1645	.1748	.1854	.1955	.2332	.2203	.2328	26426	21.02.	1017.	3023	3175	.3334	.3496	.3553	.3335	.4011	.4192	.4377	•4556	.4760	6565	5161	55.00	5795	.6016	. 5240	6448	6701	7178	7423	7672	. 1925	. 9163	9444	.8710	.8930	0.95340		
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	1C-R	.3052	.2877	.2727	. 26	1052.	. 24	.23	. 22	. 22	.21	. 21	• 20	. 20	. 20	. 20					8		- 3	.18	.20	. 23	62.	. 30	.34	.39	.43	96064-0	4	67	.74	.81	99	10.	9 -	25	3650	4746	.5896	.7101	8000	9000	1-80000		
	1-30	.353	.350	.347	44	.342	. 14.3	.338	0	.334	.332	.331	.330	.323	.327	.375	6 36 5	7,00		322	321	321	.320	.320	.319	.319	.313	. 318	.317	.317	.317	.316	717	315	.315	.315	.314	.314	716.	313	.313	.313	.313	.313	.306	.286	0-25007		
+	L-STA	.1739	.3014	.4154	11115.	.6037	1269.	.7577	.1355	1111	6656.	1500.	.0499	.0350	.1306	.1650	01473	C 22.	00000	8243	4526	.1503	1106.	4959.	.7541	. 3302	.9893	.2275	.3484	1544.	.5221	0	6434	.6653	.4195	1705.	.3977	3000	1293	1.05311	5486.	.9210	1850.	.8100	.7612	17.	0.63704		
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1.12530	EFF-301	66666.0	66.61 .	26666.0	F166.	0.33972		2661.	26166.0	.9336	.9978	•	0.39616	0.39501	0.99351	0.99193	0.34395	19196.0	0.4440	0-37014	0.97402	0.36934	10.95437	0.95315	0.95132	914436	0.93769	0.93150	0.92584	0.12375	0.31622	0.21225	0.00502	0.40350	0.30155	\$000£.0	0.89334	0.12224	0700	663	. 3090	1006.	0.90149	.9031	.3021	.8960	0-89885		
E PATTO IS	CP-:15 .	269	1.31283	0.45577	12124.0				.2990	Ç,	0.23534	0.21331	0.19540	0.18967	0.16245	0.15524	0.14756	06741-0	0.13020	0-125:5	3-12213	0.11305	0.11506	0.11504	0.11334	0.11116	0.10974	0.10%3	0.10775	0.10705	7.10649	0.10504	0.10564) ()	0.10516	0.10505	0.10503	0-13502	0.100.20	0.10562	0.10531	0.10524	50	010	-10	1093	0-11295		
THE ADVANCE	α	0.12342	6.13505	0.14757	0.15730	0.15592	-	7	-:	.4	6-21504	545	?	.2433	.2535	.2531		14757-0	50767-0	0-31126	0-32030	0.33053	0.34015	0.34.177	0.35940	0.35902	0.37065	9.33327	6.39799	0.43752	0.41714	24.	0.46401	455	.45	84148	54945	4341	0.50376	5230	3	55422	0.55189	.5015	.5711	.5.	0-60000		
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The state of the s				-48-	May	y 3, 1979 G:JEF:mmj
Preswirl Pumpjet	EASE 03 PAGE 001 04/27/79 15:49	JEFLIB)), SIZE(24) **POP **MSFLO CPA(60), **ADAB(60), **AZDAB(60), **B(60), **C(60), **CP(60) CPA(60), **CI(60), **DLTAV(60), **EL(60), **FF(60), **FF(6	THE PRELIMINARY PUMPJET DESIGN COMPUTER PROGRAM SELECTS AN OPTIMUM FLOW AREA FROM THE REFERENCE VELOCITY PROFILE BASED ON A MINIMUM VALUE OF PROPULSIVE COEFFICIENT. FROM THESE DATA THE PROGRAM ALSO PREDICTS THE CAVITATION PERFORMANCE AS A FUNCTION OF ADVANCE RATIO AND ROTOR TIP DIAMETER. ADDITIONALLY, THE PROGRAM COMPUTES THE SPACE TO CHORD RATIO. LIFT COEFFICIENT, STAGE EFFICIENCY, AND TOTAL PUMPJET EFFICIENCY AS A FUNCTION OF INGESTED MASS FLOW AND ADVANCE RATIO.	READ(4,100)N DO 1 I=1,N READ(4,101)R(I),V(I) READ(4,101)CDBB,CDS,V1OV2,ETAH READ(4,101)PHI.LORB,RH1,RH2 CALL SPFIT(N,R,V,SC,EL,A,B,C)	N IS THE NUMBER OF DATA POINTS DEFINING THE THE REFERENCE VELOCITY R(I) AND V(I) ARE THE DATA POINTS DEFINING THE REFERENCE VELOCITY PROFILE CDBB IS THE BARE BOOY DRAG COEFFICIENT CDS IS THE SKIN FRICTION DRAG COEFFICIENT VIOVZ IS A VELOCITY RATIO WHICH REPRESENTS THE ACCELERATION OF THE ETAH IS THE HYDRAULIC EFFICIENCY PHI IS THE HYDRAULIC EFFICIENCY TO THE VEHICLE CENTERLINE LORAL BOOY ANGLE AT THE REFERENCE STATION WITH RESPECT TO THE VEHICLE CENTERLINE LORB IS THE NONDIMENSIONAL BOOY RADIUS AT THE REFERENCE STATION. RRHI IS THE NONDIMENSIONAL BOOY RADIUS AT THE ROTOR HUB	*RR(I), VV(I), YP, DP)
	IBM SYSTEM/34 FORTRAN IV RELEASE	EVICE-SYSIN DEVICE-PRIR MAP, LINK (R, LIB) PROGRAM PS REAL LORB, DIMENSION	C THE PRELIMINARY PUMPJET DE OPTIMUM FLOW AREA FROM THE OPTIMUM VALUE OF PROPULS PROGRAM ALSO PREDICTS THE OF ADVANCE RATIO AND ROTOR ADDITIONALLY, THE PROGRAM C LIFT COEFFICIENT, STAGE EFECIENCY AS A FUNCTION OF	10 READIG,100)N 11 10 00 1 I=1,N 12 1 READIG,101)R(I),V(I) 13 READIG,101)CDBB,CDS,V10V2,E 14 READIG,101)PHI,LORB,RH1,RH2 CALL SPFIIT(N,R,V,SC,EL,A,B)	11.11	* # 1 ~ 1 E ~ 1

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	PAGE 002	-12				FUNCTION						1				RATE		MOMENTUM					-		FAV(I),			
	PAG	-RH100				AS A FUI						= = =	((1-1))			3	MU Y	o O	1					\$\$21	. VBAR(I) . DLTAV(I		POINT OF	
		OV2¢((RR(I))*¢2-RH1*¢2)			R(I-1))	STATION A		ı				-RR(I-1	-1)) * (RR(1) - RR(I			ON MASS	ON MOMENTUM						1.	4+2+XXK+VENG(1)++2	I) . VBA		THE	
		/2¢((RR	CIENT		DO 4 I=2,51 AOAB(I)=AOAB(I-1)+0.5¢(F(I)+F(I-1))¢(RR(I)-RR(I-1)) * (RR(I)	-11) ¢ (R		((I)WOWA:		BASED O	-		,			MRITE(3,102)RR(1),VV(1),AOAB(1),FMASS(1),CT(1)	\$2+XXK\$	S(1),CT(1)		LOCATE	
		-			-1))*(6	REFERENCE							=		-	-	RATIO	-					. FMASS	-			GH 121	
		CT(I)=1.00¢CDBB.4.0¢CDS3LORB\$SQRT(V)	CT(1) IS THE REQUIRED THRUST COEFFI		(I)+F(I	AT THE		F(I)=2.0¢(VV(I)*RR(I)/COS(PHI)) FF(I)=VV(I)*F(I)				FMASS(I)=FMASS(I-1)+0.5¢(F(I)+F(I-1)	VVENG(I)=VVENG(I-1)+O.5¢(FFFII)+FFF		VENG(1)=SQR((VENG(1)/FMASS(1)) DLTAV(1)=O•5¢(CT(1)/(COS(PHI)*ADAB(VELOCITY VELOCITY	SIONAL	i	,	ENT		404B(1)	CP(I) = (2.000LTAV(I) OVENG(I) +DLTAV(I	WALTE(3,102)RR(1), VV(1), AGAB(1), FMAS		THROUGH 12	
	03	0¢CDS#I	RED TH	(PHI)	0.5¢(F	W AREA		00/(1)				1+0.50	1+0.5	MASSII	1/1C0S	AGE VE					EFFICI		VV(1)•	1 SVENG	VV(I)	3	STATEMENTS SIVE COEFFI	
	RELEASE	09804	E REQUI	F(1)=2.00RR(1)/COS(PHI)	3(1-1)+	ADABILL IS THE FLOW AREA		V(I) & RR	FFF(I)=VV(I)	0.6	,	ASS(I-1	ENG 11-1	VEAR []=FMASS([]/AUAB([]) VMOM([)=VVMOM([)/FMASS([)		VBARIII IS INE MASS FLUM KATE VBARIII IS AN AVERAGE VELOCITY	VMOM(1) IS AN AVERAGE	THE NO	XXX	XXX	XXX IS THE LOSS COEFFICIENT		188(11)	DLTAVII	-#AUABIL)#VBAKIL)/ELAH WRITE(3,102)RR(I),VV(CP(I) . VMOM(I) . VENG(I)		
	AN IV	=1.00*	IS TH	F(1)=2.00RR	4 I=2,51	1) 15	1=1,51	F(I)=2.0¢(VV(I)&R FF(I)=VV(I)&F(I)	FFF(I)=VV(I) FMASS(I)=0.0	VVM0H(1)=0.0	VVERG [1]=0.0	(1)=FM	(1)=/	1)=VM	11 = 50R	11 15	11 15	(1) 18	READ(4+101)XXK	WRITE(3,104)XXK WRITE(3,105)	S THE		MRITE(3,102	= (5.03	(3,102	. V MOM C	FOLLOWING	
	4 FORTR	CT(1)	CTIT	3 F(1)=	00 4 4 AOAB(AOAB(00 5	F(1)= FF(1)	5 FFF(I	NOMON	00 6	- FMASS	VVENC	VEAK	VENGE 6 DLTAN	VBAR(I)	VENG	DLTAV(I)	READ	WRITE	XXX		MRITE DO 7	CP(1)	7 WRITE	-CP(I)	MININ	
	SYSTEM/34 FORTRAN IV RELEASE				1	ارد	U				-		-			ں	ů u	, , ,			U U	u	-	-		U	ان	u
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PAGE 004		ADRAT)\$\$2)\$RT(I)\$\$2+ LO\$\$2*(I.0/A2OAB(I)\$ (I)\$\$2		
		(3.1416/ADRAT)* **2)+MSFLO**2*(6)**2/RT(I)**2	\$2*XXK*VBAR[I]\$#2 2)*RH2#\$2]	
	+RH2&\$2)	¥33	(1) ++2 + XXX (1) (1) + H2 (1))S (ALP25))) IMS**3)
E 03	TI(1)=SQRT(A20AB(1)*COS(PHIZ)*RHZ* DO 13 1=2.11 A20AB(1)=A20AB(1-1)*AINCZ RI(1)=SQRT(A20AB(1)*COS(PHIZ)*RHZ* READ(4.100)NN DO 29 J=1,NN READ(4.101)ADRAT IF(J.NE.1) GO TO 15 WRITE(3,106)ADRAT	GO TO 17 WRITE(3,114) ADRAT WRITE(3,107) 00 19 1=1,11 SIGMA(1)=CB*(MSFLO**2/(A20AB(I)**2 -0.990+0.245*((ADRAT/3.1416)**2)/RT -2-0.95/(AMIN2**2))+0.245*(ADRAT/3. WRITE(3,108)RT(I),SIGMA(I) WRITE(3,114) ADRAT WRITE(3,115)	STATOR APPLICATION #BAR=2-*OLTAV(I)*VBAR(I)*DLTAV(I)* RIRB(I)=SQRI(4DAB(I)*V10V2*COS(PHI UBARS=0-9**3-1416*RTRB(I)/ADRAT VIHVS=HBAR/(2-*UBARS) IF(VTHVS-LE-UBARS) GONTINUE #DOYS=1-4 SOCS(I)=0-5*CLSA/VTHVS IF(SOCS(I)=2-6-6-6-6-6-6-6-6-6-6-6-6-6-6-6-6-6-6-6	CDPS=0.012-004*3CDS[1] CDSS=0.018+CLS[1] ##2 CDSS=0.018+CLS[1] ##2 CDSS=0.018+CLS[1] ##2 CDSS=0.018+CLS[1] ##2 CDSS=CDPS+CDSS ALPIS=0. CAIS=1. CAIS=1. CAMS=CDS(ALPMS) PLOSS=CDS(ALPMS) ESTAT[1]=1PLOSS*WOVS**2/HBAR ROTOR APPLICATION
AN IV RELEASE	RI(1)=SQRI(A2QAB(DO 13 1=2.11 A2QAB(1)=A2QAB(I- RI(1)=SQRI(A2QAB(READ(4.100)NN DO 29 J=1.NN READ(4.101)ADRAT IF(J.NE.1) GO TO WRITE(3,106)ADRAT	GO TO 17 WRITE(3,114) ADRAY WRITE(3,107) SIGMA(1)=C8*(MSFLO**2/(A20 0.990.0.245*((ADRAT/3.1416 2-0.95/(AMIN2*2)).0.245*(WRITE(3,108)RT(1),SIGMA(1) WRITE(3,114) ADRAT WRITE(3,115)	STATOR APPLICATION HBAR=2-\$OLTAV(I)\$VBAR{ RIRB(I)=SQRI(ADAB(I)\$V UBARS=0-9\$*3-1416*RIRB(VIHVS=HBAR{I2-\$UBARS} IF(VTHVS-LE-UBARS) GO VIHVS=UBARS CONTINUE HOVS=1-4 SOCS(I)=0-5\$CLSA/VTHVS IF(SOCS(I)-1-2-) GO TO CONTINUE CLSA=1-4 SOCS(I)=2-6 CONTINUE CON	CDPS=0.012-0.004*SDCS[1] CDS=0.018+CLS[1] ##2 CDS=0.018+CLS[1] ##2 CDS=CDPS+CDS ALPIS=0. CA1S=1. ALPES=ATAN(UTHVS/VBAR(1)) PLOSS=CDS#CA1S#02/(SDCS(1)#C ESTAT[1]=1PLOSS*WOVS**2/HB ROTOR_APPLICATION
SYSTEM/34 FORTRAN	RT(1)=SQRT DO 13 1=2, A20AB(1)=A A20AB(1)=A READ(4,100 DO 29 J=11, READ(4,101 IF(J.NE.1) WRITE(3,10	15 WRITE 17 WRITE 10 WRITE C WRITE WRITE	C STATOR A HBAREZ-* HBAREZ-* UBARS=0* VIHVS=H9 IF(VTHVS VTHVS=UB Z CONTINUE HDVS=1.4 C C STATOR S S C S C S C S C S C S C S C S C S C S	COPS = 0.0 COS = 0.0 COS = COPS = 0.0 COS = COPS = 0.0 CAIS = 1.4 ALPRS = AT ALPRS = AT ALPRS = AT ALPRS = COS = C
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03 PAGE 005	S 3.1416\$RTRB(I)/ADRAT+VTHVR UBARR\$\$2+VBAR(I)\$\$2) \$HIOV\$\$2+VTHVR\$\$2+XXK\$VBAR(I)\$\$2 \$MA(I)-VTHVR\$\$2)/(2.\$VTHVR\$WIOV) \$LT.1.8) GO TO 25	VTHVR\$SOCR(I)/WIOV -0.004\$SOCR(I) \$CLR(I)\$\$2 05R 1U9ARR/V3AR(I)}	UDBARS/(1.25\$*VBAR(I))) PIR)/COS(ALPIR) PZR)/COS(ALPZR) ((ITN)+TN2)/2.) LPMR) CALR\$**COS(R(I)*CAMR***3) CALR\$**LOV**2/HBAR OT(I)*ESTAT(I) (I)*ETAH/ETOT(I) O)R(I)*ECPP(I)*CRP(I)*ESTAT(I)*ETOT(I)*CLR(I)*	E NONDIMENSIONAL EXPRESSION FOR THE ENERGY THE FLUID HE PERIPHERAL RELATIVE VELOCITY COMPONENT OR INLET THE ROTOR PERIPHERAL VELOCITY RATIO AT 0.9 RT/RB THE NONDIMENSIONAL ROTOR TIP RADIUS N AVERAGE PERIPHERAL ABSOLUTE VELOCITY RATIO OR LEADING EDGE AVERAGE RELATIVE VELOCITY RATIO AT THE	THE BLADE OPACING TO CHORD RATIO FOR THE ROTOR THE ROTOR LIFT COEFFICIENT E ROTOR PROFILE DRAG COEFFICIENT E ROTOR PROFILE DRAG COEFFICIENT ROTOR DRAG COEFFICIENT THE ASTOR HYDRAULIC EFFICIENCY HE PRESSURE LOSS THROUGH THE ROTOR N AVERAGE PERIPHERAL ABSOLUTE VELOCITY RATIO TOR INLET AVERAGE RELATIVE VELOCITY RATIO AT THE STATOR INLET THE BLADE SPACING TO CHORD RATIO FOR THE STATOR THE STATOR LIFT COEFFICIENT E STATOR SECONDARY FLOW ORAG COEFFICIENT
18M SYSTEM/34 FURTRAN IV RELEASE	125 VTHVR=VTHVS 126 UBARR=0.903.1416 127 W10V=SQRT(UBARR=0.121) 128 SGRA(1)=(SGRA(1).130 130 IF(SGR(1).1.1.131) 131 SGCR(1)=1.8	CLR(1)=2.* CDR=0.020 CDSR=0.010 CDSR=0.010 CDR=CDPR+C ALP1R=ATAN	ALPERSON TN1 = SIN (AL TN2 = SIN (AL TN2 = SIN (AL TN2 = SIN (AL TN2 = SIN (AL TN3 = COS (AR ECOS (AR	149 29 CONTINUE C HBAR IS THE NONDIME C UBARR IS THE PERIPH C UBARR IS THE PERIPH C AT THE ROTOR INLET C RTRB(1) IS THE NOND C VITWA IS AN AVERAGE C AT THE ROTOR LEADIN	COPR 15 THE STATE OF THE COPS 15 THE COPS 15 THE COPS 15 THE COPP 15 THE

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STATOR LENCY EFFICIENCY AS A FUNCTION TAL EFF.	. IS**F10*5) **A/A9**8X**FW CP**9X**VMOM/V 10*5) IS **F10*7** ASS FLOW RATE	ASED BY',F10.5,'PERCENT TO THE (SS ARE',F10.7,' AND ',F10.7, 10.5) ','EFF-ROT',3X,'EFF-STAT',4X,'EF 'S/C-ROT',3X,'S/C-STAT',4X,'SGM	EXI DECI HEX2 DEC2 1131 00433 1485 00677 0394 00916 1485 01157 0574 01396 1485 01157 0574 01396 1485 02117 0934 02356 1485 02597 0814 02336 1485 03597 0E04 03316 1685 03697 1084 04276 1485 04997 1474 05236 1485 05951 1834 06196 1485 05951 1834 06196 1485 05957 1834 06196
IV RELEASE 03 THE STATUR DRAG COEFFICIEN S THE PRESSURE LOSS THROUG IS THE STATCR HYDRAULIC IS THE TOTAL PUMPJET HYDR IS THE PROPULSIVE COEFFIC ULATED TOTAL EFF. VS ASSUM IS THE CAVITATION INDEX F	FCRMAT(15) FORHATI(**)** FORHATI(**)*** FORHATI(**)*** FORHATI(**)*** FORHATI(**)*** FORHATI(**)*** FORHATI(**)*** FORHATI(**)*** FORHATI(**)*** FORHATI(**)** FORHATI(**)* FORHATI(**)** FORHATI(**)* FORHATI(**)** FORHATI(**)** FORHATI(**)** FORHATI(**)** FORHATI(**)* FOR	FORMATION, THE AREA RATIO IS INCRE -DESIGN VALUE "FID.7.//" CP AND FMA - RESPECTIVELY") FORMATION, THE ADVANCE RATIO IS", F FORMATION, THE ADVANCE RATIO IS", F -F-TOT '4x', CL-STAT", 4x. "CL-ROT", 5x, -A.7X, RI/RB") CALL EXIT	DCATION MAP DECI HEX2 DEC2 NAME AT H 00427 00437 0244 00676 AGAB R 00917 0484 01156 C 01397 0664 01636 CPP R 01397 0664 02116 CPP R 01357 0644 02116 DLTAV R 02357 0644 02595 FFF R 03317 0064 03556 VBAR R 0317 0664 04036 VENG R 04277 1144 04516 RR 04277 1144 04516 RR 04757 1384 04996 CPPP R 06197 1924 06436 CLS R
18M SYSTEM/34 FORTRAN C COS IS C PLOSS I C ESTATI C ETOTII C CPPP[I] C C OF CALCI SGMA[I]	100 1002 1004 1004 1007 1008 1100 1110	160 112 FORM - DESI - 161 114 FORM 162 115 FORM - 164 FORM - 164 END	VARIABLE ALLC LORB R 0185 LORB R 0185 A 20AB R 0395 CT R 0755 CT R 0755 EL R 0935 FF R 0615 V V R 0CF5 SC R 1295 SC R 1475 VV R 1295 R 1835

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0.29241	0-18631	0-81477	116660	0.75198	400	0.30311	0.30918	565	3-177	7/407-0	
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	: -		. 6		400	.3031	3249	.58	4596	31	1
3112	7	0.76702	.9342		400	.3035	36	68	145	.32	
0.32090	0.15754	0.78065	6494	-	1.40000	.30	6505	0.79274	4629	6.3	
0.33053	0.14880	0.79133	6.	.159	1.40000	• 30	.4537		-	.34	
0.34015	0-14190	0.19994	0.96613	-	1.40000	.3045	.5090	04	919	.35	
0.34977	0.13628	10108-0		.78	1.40000	.3047	713	6	1.81282	.36	
0.35940	0.13162	0.81319	•		(1	.3049	6059.	S	717	.37	
0.36902	0.12769	0.81860		0.79978	1.40000	.3051	.7183	25	6352	.389	•
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0.52301	-	0.15677	•	•	.4595	637	1.80000	00000	.9603	.5557	***
0.53263	-	0.73710		•	.431	.1514	8000	0000	25100	.5660	
0.54225	-	0.71612	•		•4056	404	000	00000	77	.5764	
0.55188	-	.6938	.9928	.68	382	• 1 304	8000	0000	.1310	.5867	
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	0.15454	0.96370	.9828	.9471	•4000	•308	•	•	1.21872		
-2824	0.14847	0.95395	.9786	.9335	•4000		•	.9433	1.30550		
-2920	0.14378	•	0.97374	•	4000	•	0.32376	9108	1.39529		
.3016	0.14035	•	0.96805	8	• 4000	•	•	.8806	1.48238		
.3112	7	0.91216	0.96150	8770	.4000	0.30711	•	0.85233	1.58389		
.3209	370	•	0.95400	8	.4000	•	•	.8258	1.68270		
•3305	0.13714	0.87124	0.94549	ا بھ	.4000	0.30659	•	.8009	1.78453		
.3401	0.13851	•	0.93587	•	00	•3063	•	.7776	1.88937		1
.3497	0.14125	8112	0.92509			.3061	•	.7555	1.99721		
3594	0-13753	0.81447	0.93103		4000	3065	•	0.81223	1.84156		.1
.3690	0.13149	8243	0.94217	- '	.4000	.3071	•	1616.	1.61092		
0.37355	0.12675	0.83239	0.95021	•	.4000	.3077	•	6670.	1.43593	0.39993-	
.3882	0-12295	0.83906	1956.		00000	.3082	•	1.14455	1.30242	•	
.3978	0.11986	-	1096	8	00005	.3087	•	.2712	1.20024	•	
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4	C-11347	.8575	9696	8	004.	•3099	9	. 7000	1.01723	21	
.4393	0.11202	.8609	6.	8	600	.3102	•	.8593	0.98364	.452	
4.	0.11079	0.86416	0.97362	148	1.38141	.3104	•	0000	0.95930	.472	
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076440	0.10809	0.87276	0.98029	0.85556	2 0	0.31098	0.94820	2-00000	0.92616	0.50388-	
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4	.1071		.9831	.8633	.9377	.3111	-	.0000	0.92703	.524	2
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0.51338	7	0.88371	0.98514	.8705	.8175	.3112	2937	2.00000	0.94024	545	
0.52301	.1065	0.88655	.9859	.874	.7658	.31	3927	• 000	0.95045	.555	
.5326	-	.889	• 9866	775	8	112	116	00000	0.96267	.566	
.5422	-	.8925	.9872	.8810	.6761	.3112	1.60684	0000	0.97666	16	
.5518	-	0.89563	•98	.8846	.6371	•31	22	0000	0.99224	• 586	
.5615	7	0.89584	.9881	.885	.6014	.3040	8000	0000	1.00924	.597	
.5711	.1087	0.89011	.988	198	.5686	.2844	000	0000	1.02754	.607	
.5	-1102	0.88398	.988	.874	.538	• 566	8000	0000	1.04702	.617	
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